

## An Update on the Honolulu High-Capacity Transit Corridor Project

### Aloha!

This month's edition of Honolulu on the Move focuses on Transit Oriented Development or TOD. It is one of the exciting by-products of mass transit systems and has huge potential to revitalize and invigorate individual communities. Recognizing this synergy, the Honolulu City Council required that a zoning ordinance for TOD be in place before construction begins on the fixed guideway stations.



Community Workshop at Waipahu Intermediate School.

While there is TOD nationwide, it isn't really a new concept, but a modern day adaptation of the pre-World War II approach to concentrate growth in specific areas. You can see this in communities on O'ahu that were built around streetcar lines and the OR&L railway, such as Kaimuki, Manoa and the Dillingham corridor of Kalihi.

In recent years, the concept has been brought to life as "smart growth". TOD is also considered a sustainable and healthier way of planning. Clustering mixed land uses (commercial, retail, residential and recreational) together in proximity to a community's transit station enables people to live, work and play in their neighborhoods, and alleviates the need for automobiles. More emphasis is put on public transit, pedestrian and bicycle activities, promoting healthier lifestyles and a healthier environment.

Successful TODs come in many sizes and shapes, and are uniquely suited to individual neighborhoods, but they do all

share similar elements such as:

- Having a mix of uses;
- Being pedestrian oriented; and
- Having easy access to public transportation.

According to a recent study report (R-102, Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects) published by the Transit Cooperative Research Project (TCRP), TOD provides numerous social, financial, and environmental benefits. These direct benefits include a more cohesive community, increased profits for nearby businesses, an increase in affordable housing, increased safety, better air quality, and more land conservation.



In fact, living near good transportation facilities can save you money! American households located near "good transit access" spend just 9% of their household income on transportation, compared to 19% for the average household, according to a study by the Center for Transit Oriented Development (CTOD, a project of Reconnecting America).

You can find out more about TOD and the many other benefits that the Honolulu High-Capacity Transit Corridor Project can bring to O'ahu from the next transit symposium scheduled for:

**Tuesday, November 13, 2007**

**8:00 a.m. to 5:00 p.m.**

**Neal Blaisdell Center Exhibition Hall, Pikake Room**

by visiting the City's Department of

Planning & Permitting website at **[www.honoluluodpp.org](http://www.honoluluodpp.org)**. The symposium will feature speakers from the Mainland and Canada who have successful mass transit projects and thriving TODs in their communities.

For questions, please contact the Transit Hotline at **566-2299** or visit the project website at **[www.honolulutransit.org](http://www.honolulutransit.org)**. We'll post a summary of the symposium's activities on our website later this month.



### Questions from Readers

*Q: I heard about a TOD workshop in Waipahu recently. Can you give me more information?*

Waipahu will be the first community within the transit corridor to develop its transit oriented development plans. The City Department of Planning and Permitting (DPP), along with consultants from Van Meter Williams Pollack LLP, is working with community members on a pilot planning project.

The first community workshop was held in September and another workshop is scheduled for Wednesday, November 14, 2007 from 6:30 p.m. to 9:00 p.m. at the Waipahu Elementary School Cafeteria. The Waipahu plans are expected to be completed in about 9 months.

Community-based TOD planning is envisioned for all 19 transit stations and we'll continue to keep you updated on the progress of this effort.





## Contact Us

We're also interested in hearing from you, and welcome comments and suggestions on the newsletter and the overall project. You can reach us by calling the project hotline at 566-2299 or by submitting your comments to [www.honolulutransit.org](http://www.honolulutransit.org).

Call or email us if you would like to receive an electronic version of this newsletter or would like to be removed from our mailing list.

## REMINDER! Important Dates!

**Transit Symposium 2007**  
**Tuesday, November 13**  
**8:30 a.m. – 5:00 p.m.**  
(Registration begins at 8:00 a.m.)  
**Neal Blaisdell Exhibition Hall**  
**(Pikake Room)**

The Symposium is **SOLD OUT**. Log on to [www.honolulutransit.org](http://www.honolulutransit.org) for highlights after the symposium.



**Waipahu Neighborhood TOD Plan Workshop 2**  
**Wednesday, November 14**  
**6:30 p.m. – 9:00 p.m.**  
**Waipahu Elementary School**  
**(Cafeteria)**

For more information visit [www.honoluludpp.org](http://www.honoluludpp.org).



## Success Stories

### Transit + TOD = Improved Quality of Life in Pasadena, CA

The city of Pasadena, California has a rich cultural and agricultural history. Located just outside of the ever-growing city of Los Angeles,

Pasadena is especially vulnerable to urban sprawl, and over the years, traffic congestion and the resulting increase in smog have become major negative factors in daily life.

Alarmed about the deterioration of their quality of life, in 1989, Pasadena citizens launched an initiative to restrict growth. In 1992, the city developed a cohesive General Plan and began to control growth through thoughtful planning, which included plans for a fixed guideway transit line connecting Los Angeles and Pasadena. Citizens were concerned that the rich history of Pasadena reflected in the city's architecture be preserved and that Pasadena's lifestyle be maintained. In part, because of these concerns, transit plans met with community opposition. But the city continued to move forward in accordance with the General Plan, restoring historic buildings and improving Old Pasadena. In 2003, Pasadena's Gold



Metro Gold Line train connecting Pasadena and Los Angeles arrives at Chinatown Station.

Line was completed, connecting Pasadena and Los Angeles.

Today, residents of Pasadena have easy access to Los Angeles and their light rail system is helping to reduce smog as automobile travel has declined. The historic identity of the city is vibrant and along the mass transit alignment, stations reflect individual communities, and support livable, walkable and sustainable development.

The transit system has attracted major investment near stations, resulting in new jobs, restaurants, shops, and entertainment in a centralized area. Residents of Pasadena are very satisfied with the new life in their city.



Sunday Brunch in Pasadena.

"As Pasadena looks toward the future it seeks to balance growth with

community needs, historic character, a diverse economic base, and a safe, healthy family community." \*

\* Heritage: A Short History of Pasadena. [www.cityofpasadena.net/History](http://www.cityofpasadena.net/History)